



# Transportation Emergency Management at NJDOT



# What Does NJDOT's OEM office do?

NJDOT is designated as ESF-1 under the Emergency Management Structure within the state of New Jersey. The DOT Office of Emergency Management is responsible for NJDOT's portion of the five phases of emergency management listed under the Incident Command System (ICS). Those are: Command, Planning, Operations, Logistics and Finance.

# The Planning Function

The Planning function is concerned mainly with ensuring the safe passage of people away from an unsafe condition or anticipated unsafe condition. There are 2-3 individuals who focus either all or part of their time to this function. During an Emergency, that number swells to over 1300 as all Operations employees are designated at weather and business essential.

# Logistics – It's not just for Brown

This is the management of the flow of resources between the point of origin and the point of destination. Logistics during time of an emergency such as a hurricane, forest fire or other natural or man made emergency event means several things to NJDOT:

Contra-flow, or lane reversal: enacting the plan to establish the reverse flow of traffic away from the impacted area(s) in order to ensure public safety.

Providing other support to the State OEM and moving resources into place to ensure that our state transportation infrastructure stays operational: highways, bridges, traffic signals, signs, and lighting.

# Operations

This function consists of the core portion of DOT's OEM responsibility. It brings the plan to life and consists of not only the OEM staff, but the 1300+ men and women of Operations and Maintenance in NJDOT, and others, who are on the highways, delivering all facets of the plans put forth by both the State OEM and NJDOT OEM section. Although normally assigned to routine maintenance functions, in an emergency, they all become emergency responders.

# Finance

After the event is over, we have people who are dedicated to pulling together every piece of data that supports our costs incurred to handle an event. That data has to follow rigid formats established by both FEMA and FHWA.

Currently, NJDOT is working on obtaining reimbursement for nine weather related events, among them, Hurricane Irene that hit New Jersey in August of 2011.

Eligible costs for damage to the state highway system alone total \$12.3 million from Irene. This does not include the damage incurred by county or local government, or private entities.

# It Takes Coordination

NJDOT must coordinate its activities with many other entities, among them, utility companies, State Police, County OEM offices, NJ National Guard, NJ Transit, NJ Turnpike, GS Parkway, A.C. Expressway, and others.

Lessons learned from Hurricane Irene showed us that we needed to meet with the higher level management in each utility company to better understand how each organization functions, how we prioritize work and how we can then work together to help our organizations become more effective.

# Contra-Flow in Cape May County

## Two Plans

### 1) Rt. 47/347

Begins at County Route 657 in Cape May County

Ends at State Route 55 in Cumberland County

It takes 20 DOT employees to implement/support this plan

### 2) Garden State Parkway

Begins at State Highway 109 in Cape May County

Ends at Atlantic City Expressway

It takes 41 GSP personnel and 3 NJDOT personnel to implement/support this plan

Don't wait for the plan to be implemented. Leave early!



# Sheltering Initiative

NJDOT's role will be to work with NJ Transit to provide enough buses to transport people from all identified staging sites to the state run shelters.